

## BIG NIGHT . . . THIS . . . IN BALTIMORE!

## INAUGURATION OF THE GREAT CITY

ARRIVAL OF LORD BALTIMORE!

THE HARBOR GLORIOUSLY ILLUMINATED!

GREAT NOVELTIES IN LIGHTING!

Magnificent Street Parade! Electric, Calcium, Flambeaux Lights! A Hundred Large-Sized Calciums Stationed on Line of Parade.

## UNPRECEDENTED DISPLAY OF ELECTRICITY

SPLENDID MILITARY PARADE AT NIGHT—FIVE WASHINGTON COMPANIES PARTICIPATING.

Superb Costumed Mounted Knights!  
Strikingly Unique and Extensive Pyrotechnic Display!

Lord Baltimore in Full Costume, with Washington Light Infantry as Guard of Honor!

Remarkable Street Spectacles!  
An Unparalleled Harbor Display!

## BALTIMORE AND OHIO . BALTIMORE AND OHIO

Only Line Running 50-Minute Trains! Double Track! Stone Ballast!

The Boss Line, and Don't You Forget It!

Depot in Baltimore but FOUR SQUARES from Harbor and but THREE SQUARES from Line of Street Parade! No Street-Car Rides Necessary!

DON'T SKIP THIS FACT.

To-Morrow, Municipal Night, 19 Trains.

Thursday, Grand Mystic Pageant Night,  
24 TRAINS.

Trains leave B. and O. Depot to-day, 5, \*6:30, 6:40, \*7:45, \*8:10, 9, \*10:05, \*11 a. m., 12:10, \*2:20, \*2:35, \*3, 3:30, \*4:30, 4:40, \*5:30, \*6, 7, \*8:10, \*9:40, 11:30 p. m.

Returning, trains leave Camden Station during the afternoon and evening as follows: 4, 4:40, 5, 6:25, 7:30, 9, 10, and 11:30 p. m., and as many extra trains as necessary to meet the demands.

Leaving B. and O. Depot as follows: 5, \*6:30, 6:40, \*7:45, \*8:10, 9, \*10:05 a. m., 12:10, \*2:20, \*2:35, \*3, 3:30, \*4:30, 4:40, \*5:30, 7, \*8:10, 9:40, 11:30 p. m.

Returning, trains leave Camden Station, Baltimore, during afternoon and evening as follows: 4, 4:40, 5, 6:25, 7:30, 9, and 11:30 p. m., and as many extra trains as necessary to meet the demands.

Leaving B. and O. Depot as follows: 5, \*6:30, 6:40, \*7:45, \*8:10, 9, \*10:05, \*11, \*12 a. m., 12:10, \*1, \*2:20, \*2:35, \*3, 3:30, \*4, \*4:30, 4:40, \*5:30, \*6, 7, \*8:10, \*9:40, 11:30 p. m.

Returning, trains leave Camden Station, Baltimore, afternoon and evening, as follows: 4, 4:40, 5, 6:25, 7:30, 9, 10, 10:30, 11, 11:30, 12 midnight, and as many extra trains as necessary to meet the demands.

\* Star indicates Express Trains.

## DON'T FORGET IT! ONLY LINE RUNNING FIFTY-MINUTE TRAINS!

THE COURTS.  
An Injunction Against the United States Electric Light Company Asked For—Other Legal Business Transacted.

AN ELECTRIC LIGHT SUIT.  
A suit for injunction, discovery, and account was filed by the Consolidated Electric Light Company, of New York, by their attorneys, Messrs. Hunton and Chandler, yesterday, against the United States Electric Light Company, of this city. The bill sets forth that the consolidated company was organized under the laws of the state of New York by an act passed Feb. 17, 1883, and several acts supplemental thereto, and that the defendant was incorporated under the laws of the state of Virginia on Oct. 17, 1882.

The orator complains that before the first day of May, 1878, William Edward Sawyer, of New York city, and Alton Mann, of Brooklyn, N. Y., were the first, original, and joint inventors of a certain electrical lighting system, and also for the purpose of perfecting the system and as adjuncts to be used in connection therewith and making part thereof before May 1, 1878, were the first, original, and joint inventors of improvements in regulators for electric lights, improvements in electric lamps, improvements in the treatment of carbons for electric lighting, and also an improved carbon for electric lighting. In all cases one or more of these inventions were intended to make part of the first mentioned electric lighting system. Upon application and after examination, letters patent were issued to these parties, dating between June 25, 1878, and June 25, 1881, which granted to Sawyer & Mann, their heirs and assigns, for seventeen years, the sole and exclusive right to make and vend each of the inventions in all the states and territories. By certain instruments in writing, dated Feb. 3, 1879, and April 5, 1881, Sawyer & Mann assigned to the Electro-Dynamic Light Company, of New York, the whole of the letters patent for the invention of the electric lighting system, dated June 25, 1878, were inoperative by reason of a defective and insufficient specification and by reason of the patentee claiming as their own invention or discovery more than they had a right to claim as new, and with error, it is said, arose through accident and without fraudulent intent, and thereupon Sawyer & Mann, with the consent of the Electro-Dynamic Light Company and its assignee, the Eastern Electric Manufacturing Company, on May 14, 1881, surrendered the letters patent to the commissioner of patents and applied for new ones on an amended specification, which were granted to the Electro-Dynamic Light Company as the assignees of Sawyer & Mann, dated June 6, 1882. By the release the company claims that there was granted to it, or its successor, from June 25, 1878, seventeen years' exclusive right to the invention in this country.

The title to the letters patent were conveyed to the Eastern Electric Manufacturing Company, of Middletown, Conn., on the sixth of April, 1881, who, on Sept. 30, 1882, transferred the same to the complainant. The orator claims to be the sole owner of the letters patent; that it has expended large sums of money in the purchase of and perfecting the inventions to introduce the same in public use; that they are of great public utility, and but for the infringement the complainant would be in peaceable possession of the patents and enjoying the income to be derived therefrom. It is charged that the defendant, having notice of all these letters patent, and without the license of the orator, against his will, and in violation of his rights, has made, sold, and used, and is now making and selling, the patent invention of the Electric Lighting System, and is now infringing the patent in this district; also, that the defendant is infringing on the inventions for a regulator for electric light, electric lamps, improvements in the treatment of carbons for electric lighting, and improved carbon for electric lighting.

It is charged that the defendants have had notice of the infringement; have conspired with the intention to injure the orator, and denied that Sawyer & Mann were the original inventors, or that they had any right to letters patent, and this has been done to delay the complainant, it is believed, from

selling and introducing the invention in public use, while at the same time they are making and selling the same falsely; pretending to own letters patent for it, to the damage, wrong, and injury of the orator. It is therefore prayed that the defendants may be enjoined from making or constructing said inventions, or any part thereof, or using such as are embodied in the patented inventions, or from any way directly or indirectly infringing the letters patent, and that they may be decreed to account to the orator and pay over the gains and profits realized by making or using the inventions, and all damages sustained by the infringement.

This suit, it is understood, is only one of many to follow.  
It is claimed that Sawyer & Mann were the original inventors, and the company who hold their letters intends to prosecuting every other company in this country for infringement of its rights and to recover.  
Application for admission to bail, in the case of Gould P. Austin for being implicated in alleged pension frauds, was made by Mr. John Ambler Smith, the prisoner's counsel, before Judge Bundy yesterday. Mr. Smith offered Mr. Bundy as security, but the value of the latter's property was not fixed upon and bail was refused and the case set for hearing to-day at noon. Austin was taken back to jail.

MISCELLANEOUS.  
W. H. Beale filed the daily suit against the Baltimore and Ohio Railway company yesterday. He claims \$5,000 damages to his property, No. 629 Virginia avenue southwest, by the railway company.

R. S. Thompson, of Chicago, has written to the register of wills for the address of the Columbia for the celebrated Elgin Butter company's creamery butter, No. 9, Wholesale row, Center market. All I ask to compete with other first class creameries is a trial.

THE RECORD.  
Equity Court—Judge James—Roya vs. Roy: J. F. Roy, ordered to take testimony. Murphy vs. Unknown Heirs of Washington: referred to auditor. Curran vs. Curran: auditor's report filed. Kilian v. Kilian: case ordered. Reginald Feudal appointed trustee to sell. Church vs. Van Riewick: bill ordered dismissed with cost. Adjourned until to-day.

Smoke the Longfellow Cigar. You'll like it.

ALEXANDRIA AFFAIRS.  
The corporation court, Judge N. B. Meade, commenced its September term yesterday. W. H. Smith was appointed administrator for the estate of Bridget Dolan, deceased. The will of Margaret Wilkinson was admitted to probate. Bar room licenses were granted to L. McK. Petty, William Murtagh, and William H. Whiting. Laybold vs. Hamilton & Co.: appeal; motion to quash warrant. The "Juvenile Temple of Fairfax Court House visited Busy Workers' Temple, No. 6, of this city, yesterday.

The clerk of the city school board issued 287 permits yesterday to children to attend the public schools, of which 35 were white and 253 colored.  
A small boat from Washington containing three men capsized off this city yesterday morning. The occupants managed to get on the bottom of the boat, where they remained until picked up by a boat from one of the wharves. The boat was towed to the wharf and righted, when they started for home.

School at St. John's academy opened yesterday morning with eighty-one cadets, representing eleven states and territories.  
The schooner C. E. Simpson entered this port yesterday from the Kennebec river with a cargo of Kennebec ice, consigned to F. H. Reed & Co.

The schooner Thomas J. Seward entered from Baltimore to William A. Smoot & Co., yesterday.

The stockholders of the Potomac Manufacturing company will hold their annual meeting here the twenty-sixth of this month.

Decline of Man.  
Nervous Weakness, Dyspepsia, Impotence, Sexual Debility, cured by "Wells's Health Renewer." \$1.

## DIED AT HIS POST.

Mr. James Maher's Death in the Bureau of Engraving and Printing.

A sudden death occurred yesterday morning at the bureau of engraving and printing. Mr. James Maher, foreman of laborers, reported at 7:45 o'clock for duty, and in a few minutes thereafter entered upon his duties, which this particular morning were superintending the delivery office. In about five, not more than ten minutes, he complained suddenly of feeling very ill, and on attempting to go into the building staggered. His men helped him in, and he said to Mr. Larmann that he was very ill—thought he was dying—and begged that his wife be sent for. He appeared very nervous. Dr. Beale, of Fourteenth street, was sent for, but he died in twenty minutes after being taken. The doctor pronounced cardiac affection the cause. Mr. J. J. Sullivan, assistant chief of the bureau, sent for his brother, Mr. George W. Maher, who had the remains removed to his late residence on Sixth street, between G and H streets. Mr. Maher was in his 43d year. He was a man of good habits and of apparently robust health. About ten days ago he complained of having suffered from a slight attack of cholera morbus. Otherwise he appeared to be in perfect health. His funeral will take place this afternoon from St. Dominic's church at 2:30 o'clock. The pallbearers from the bureau are Messrs. M. J. Quigley, J. H. Keenan, D. J. Ridgeley, and Daniel O'Leary. Mr. Maher leaves a wife and three children.

T. D. DALY, sole agent for the District of Columbia for the celebrated Elgin Butter company's creamery butter, No. 9, Wholesale row, Center market. All I ask to compete with other first class creameries is a trial.

## FITS OR HYDROPHOBIA.

A Curious Case at the Jail About Which Doctors Differ.

"Come to the jail at once; there is a case of hydrophobia here!" was the message telephoned to several physicians in this city yesterday from the above institution. It was responded to by every physician who received it, and pretty soon clouds of dust along the jail road indicated that the curious doctors were on their way to investigate the matter. Upon their arrival they were shown to a cell in which a colored boy named Henry Campbell was frothing at the mouth, snapping his teeth, and uttering a series of peculiar sounds resembling the barking of a dog. The usual restoratives employed in case of fits were administered, and the boy soon returned to consciousness. The doctors incline to the belief that the attack was a case of fits which usually precedes hydrophobia. The boy is awaiting trial on the charge of burglary, and this was the first time he ever had such an attack.

The Dead Line  
is well remembered by the veterans of our "late war," but Spear's wine has achieved a wide reputation for its efficacy in the sick room, being one of the most pleasing and comforting beverages that can be given an invalid, and at the same time is a powerful strength restorer. For sale everywhere.

Hotels, &amp;c.

## THE EBBITT:

WASHINGTON, D. C.

ARMY AND NAVY HEADQUARTERS.

FOUR IRON FIRE-ESCAPES.

Terms: \$2 and \$4 Per Day.

## THE LEXINGTON,

New York avenue and Fifteenth street.

Permanent, Transient, and Table Boarders accommodated.

THEAT. MARC. (EUROPEAN PLAN)

7th st. and Penna. ave., Washington, D. C.

Late of the Arlington and Fort Wm. Henry Hotels.

ST. JAMES HOTEL.

(ON THE EUROPEAN PLAN.)

Corner Sixth street and Pennsylvania avenue.

SPEER'S  
Port Grape Wine

Used in the Principal Churches for Communion Purposes.

Excellent for Ladies and Weakly Persons and the Aged.

Schedule to take effect SUNDAY, MAY 13, 1883.  
Leave Washington, from station corner of New Jersey and Pennsylvania streets, as follows:  
For Chicago, Cincinnati, Louisville, and St. Louis, daily, at 10:15 a. m., 10:10 p. m., with through coaches and Palace sleeping cars to Chicago, St. Louis, and St. Paul, leaving at 10:15 a. m. daily, except Sunday.  
For Pittsburgh, at 8:30 a. m. and 8:40 p. m., daily; 8:40 a. m. daily, with sleepers for Toledo.  
For Toledo and Detroit, via Mount Vernon, 10:15 a. m. daily, except Sunday.  
Trains for Philadelphia and New York at 8:10 a. m. daily, except Sunday; 3 p. m. and 9:40 p. m. daily, with through and sleeping cars attached.  
For Baltimore on week days, 5:30, 6 p. m., 7:15, 8:10, and 10:15 p. m.; on Sundays, 8:30, 9:40, and 11:30 p. m.  
For Baltimore on Sundays, 8:30, 9:40, and 11:30 p. m.; on week days, 5:30, 6 p. m., 7:15, 8:10, and 10:15 p. m.; on Sundays, 8:30, 9:40, and 11:30 p. m.  
For Hagerstown, 10:15 a. m. daily, except Sunday.  
For Annapolis, 8:40 a. m. and 4:40 p. m. daily, except Sunday.  
For New York and Philadelphia, 2:35, 8:30 a. m. and 8:40 p. m. daily, except Sunday.  
From Annapolis, 8:30 a. m., 1:30, 4:40 p. m. Sunday, 10:40 a. m., 6:27 p. m.  
From Baltimore, 15 p. m. daily, except Sunday.  
From Frederick and intermediate points, 7:45 daily, except Sunday, 10:15 a. m. and 10:10 p. m. daily, except Sunday.  
From Frederick and intermediate points, 7:45 daily, except Sunday, 10:15 a. m. and 10:10 p. m. daily, except Sunday.  
For further information apply at the Baltimore and Ohio Ticket Office, Washington station, 613 and 134 Pennsylvania avenue, corner of Fourth and B streets, where orders will be taken for baggage to be checked and delivered at any station.  
W. M. CLEMENTS, M. of T., Baltimore, and J. C. LORD, G. P. A.

## Speer's Port Grape Wine

FOUR YEARS OLD.

This CELEBRATED WINE is the purest and the dearest Porto Grape, raised in Speer's Vineyard. It is invaluable.

Tonic and Strengthening Properties

are unsurpassed by any other wine. Being produced under Mr. Speer's own personal supervision, its purity and genuineness are guaranteed by the principal hospitals and boards of health who have examined them. The youngest child may partake of its generous qualities, and the weakest invalid use it to advantage. It is particularly beneficial to the aged and debilitated, and suited to the various ailments that afflict the weaker sex. It is in every respect a WINE TO BE RELIED ON.

Speer's Burgundy.

Is a dark, rich, medium dry wine, used by the wealthy classes as a table or dinner wine, and by physicians in cases where a dry wine instead of a sweet port is desired.

Speer's Socialite Claret

Is held in high estimation for its richness as a dry table wine.

Speer's P. J. Sherry

Is a wine of superior character, and partakes of the rich qualities of the grape from which it is made.

Speer's P. J. Brandy

Is a pure distillation of the grape, and stands unrivaled in this country for medicinal purposes. It is a peculiarly similar to that of the grapes from which it is distilled.

See that the signature of ALFRED SPEER, President of the Board, is on the cork of each bottle.

Sold by Druggists Everywhere.

## Summer Resorts.

VIRGINIA BEACH!!!

SIX MILES SOUTH OF FERRY HENRY.

FINEST SURE BATHING ON THE COAST.

TWELVE MILES FROM NORFOLK.

Steamer from Norfolk twice a day. Steamer "George Leary" and "Excelsior" from Seventh street wharf daily at 8:30 p. m. Connect with steamer for the beach.

## CLYDE'S

NEW EXPRESS STEAM PACKET LINE

PHILADELPHIA, WASHINGTON, AND ALEXANDRIA.

SIX DAYS A WEEK.

From PHILADELPHIA every Saturday, 12 m. From WASHINGTON every Sunday, 12 m. Through and prompt connection with New York, Boston, Fall River, and all points North. Through daily sailing days. Freight received and delivered daily until 9 p. m.

General Agents, Philadelphia.

J. H. JOHNSON &amp; CO.,

25-26, 12th and 13th sts., Wharves W. W. 188 P. B. N. W. Washington, D. C.

## Traveler's Guide.

BALTIMORE AND OHIO RAILROAD

THE MODEL FANT AND THE ONLY LINE BETWEEN THE EAST AND THE WEST VIA WASHINGTON.

DOUBLE TRACK, JANNEY COUPLER

Schedule to take effect SUNDAY, MAY 13, 1883.

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For Pittsburgh, at 8:30 a. m. and 8:40 p. m., daily; 8:40 a. m. daily, with sleepers for Toledo.

For Toledo and Detroit, via Mount Vernon, 10:15 a. m. daily, except Sunday.

Trains for Philadelphia and New York at 8:10 a. m. daily, except Sunday; 3 p. m. and 9:40 p. m. daily, with through and sleeping cars attached.

For Baltimore on week days, 5:30, 6 p. m., 7:15, 8:10, and 10:15 p. m.; on Sundays, 8:30, 9:40, and 11:30 p. m.

For Baltimore on Sundays, 8:30, 9:40, and 11:30 p. m.; on week days, 5:30, 6 p. m., 7:15, 8:10, and 10:15 p. m.; on Sundays, 8:30, 9:40, and 11:30 p. m.

For Hagerstown, 10:15 a. m. daily, except Sunday.

For Annapolis, 8:40 a. m. and 4:40 p. m. daily, except Sunday.

For New York and Philadelphia, 2:35, 8:30 a. m. and 8:40 p. m. daily, except Sunday.

From Annapolis, 8:30 a. m., 1:30, 4:40 p. m. Sunday, 10:40 a. m., 6:27 p. m.

From Baltimore, 15 p. m. daily, except Sunday.

From Frederick and intermediate points, 7:45 daily, except Sunday, 10:15 a. m. and 10:10 p. m. daily, except Sunday.

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W. M. CLEMENTS, M. of T., Baltimore, and J. C. LORD, G. P. A.

## CHESAPEAKE AND OHIO RAILWAY.

THE NEW TRUNK LINE TO THE WEST AND SOUTH.

On and after SUNDAY, June 10, 1883, passenger trains of this route will leave Washington from B. &amp; O. station, as follows:

1. ALEXANDRIA, LOUISVILLE, AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman sleeping cars, leaving at 10:15 a. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati, and returning at 10:15 p. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati.

2. ALEXANDRIA, LOUISVILLE, AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman sleeping cars, leaving at 10:15 a. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati, and returning at 10:15 p. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati.

3. ALEXANDRIA, LOUISVILLE, AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman sleeping cars, leaving at 10:15 a. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati, and returning at 10:15 p. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati.

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5. ALEXANDRIA, LOUISVILLE, AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman sleeping cars, leaving at 10:15 a. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati, and returning at 10:15 p. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati.

6. ALEXANDRIA, LOUISVILLE, AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman sleeping cars, leaving at 10:15 a. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati, and returning at 10:15 p. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati.

7. ALEXANDRIA, LOUISVILLE, AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman sleeping cars, leaving at 10:15 a. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati, and returning at 10:15 p. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati.

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9. ALEXANDRIA, LOUISVILLE, AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman sleeping cars, leaving at 10:15 a. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati, and returning at 10:15 p. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati.

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11. ALEXANDRIA, LOUISVILLE, AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman sleeping cars, leaving at 10:15 a. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati, and returning at 10:15 p. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati.

12. ALEXANDRIA, LOUISVILLE, AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman sleeping cars, leaving at 10:15 a. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati, and returning at 10:15 p. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati.

13. ALEXANDRIA, LOUISVILLE, AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman sleeping cars, leaving at 10:15 a. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati, and returning at 10:15 p. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati.

14. ALEXANDRIA, LOUISVILLE, AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman sleeping cars, leaving at 10:15 a. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati, and returning at 10:15 p. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati.

15. ALEXANDRIA, LOUISVILLE, AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman sleeping cars, leaving at 10:15 a. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati, and returning at 10:15 p. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati.

16. ALEXANDRIA, LOUISVILLE, AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman sleeping cars, leaving at 10:15 a. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati, and returning at 10:15 p. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati.

17. ALEXANDRIA, LOUISVILLE, AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman sleeping cars, leaving at 10:15 a. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati, and returning at 10:15 p. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati.

18. ALEXANDRIA, LOUISVILLE, AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman sleeping cars, leaving at 10:15 a. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati, and returning at 10:15 p. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati.

19. ALEXANDRIA, LOUISVILLE, AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman sleeping cars, leaving at 10:15 a. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati, and returning at 10:15 p. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati.

20. ALEXANDRIA, LOUISVILLE, AND CINCINNATI SHORT LINE (DAILY). Solid train, with Pullman sleeping cars, leaving at 10:15 a. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati, and returning at 10:15 p. m. daily, except Sunday, for Alexandria, Louisville, and Cincinnati.

## THE GREAT PENNSYLVANIA ROUTE

TO THE NORTH, WEST, AND SOUTHWEST

DAILY RAILROAD, SPECTACULAR SCENERY

STEEL RAILS, MAGNIFICENT EQUIPMENT

TRAINS LEAVE WASHINGTON, from station

for Pittsburgh and B. &amp; O. station, as follows:

1. For Pittsburgh, at 8:30 a. m. and 8:40 p. m., daily; 8:40 a. m. daily, with sleepers for Toledo.

2. For Toledo and Detroit, via Mount Vernon, 10:15 a. m. daily, except Sunday.

3. Trains for Philadelphia and New York at 8:10 a. m. daily, except Sunday; 3 p. m. and 9:40 p. m. daily, with through and sleeping cars attached.

4. For Baltimore on week days, 5:30, 6 p. m., 7:15, 8:10, and 10:15 p. m.; on Sundays, 8:30, 9:40, and 11:30 p. m.

5. For Baltimore on Sundays, 8:30, 9:40, and 11:30 p. m.; on week days, 5:30, 6 p. m., 7:15, 8:10, and 10:15 p. m.; on Sundays, 8:3